

SHAMROCK'S SPLENDID LEeward WORK.

What Shall We Eat

windward and met Columbia coming the other way.

Barr at once luffed up under his rival's quarter and got his position windward, smack on top of the Irish boat. As he did so the warning gun was fired.

Five minutes more to the start. Both luffed into the wind. Columbia, with more sails spread, swept by, and before Barr could stop his boat, Shamrock was clear and filed away on the port tack, away from the tantalizing, smothering Barr.

Tit for Tat.

Barr came around, and as soon as Columbia's sails filled again gave chase to Sycamore. Sycamore put his boat about. Barr did likewise, and again was on top of his rival, to windward.

Sycamore came about again. Barr did likewise and still held the position he wanted.

With their booms to port the racers heeded for the start. In his efforts to keep Sycamore under his lee Barr had drawn the challenger so far from the line that when the gun for the start was fired there were ten feet from it.

When the "two-gun start" or handicap gun was fired the racers were still 100 yards or more behind the line.

Shamrock's crew worked like Trojans and broke out their balloon jib first. Columbia's sailer cloud was not belied later. But the old Cup champion still held her lead of about 200 feet. Spinaker poles had been dropped to starboard and the big balloons hoisted in stows.

Like Quicksilver Drops.

The men in both crews were running about the deck, and in their white suits shining in the sun looked like clusters of quicksilver drops on a tipping plate. Shamrock men were a bit the quicker and got their spinaker out and drawing before Columbia did. The difference was slight, but it enabled the challenger to cut down Columbia's lead.

Then they swept across the line this time. Barr was on top of the line, and forty-five seconds after the handicap gun was fired. They made a magnificent picture as they swept away on their fifteen-mile run to the outer mark.

Every sailer of canvas on both boats was belled out to the breeze, and the yacking was singing a shrill song.

Columbia's luzzing white hull and galls and Shamrock's golden bronze body and yellow clouds of canvas were thrown out on the hazy blue background of the sky.

The thousands in the fleet cheered and waved their hats as the two fastest racers in the world swept by for what was likely to be their last race.

Columbia, when she crossed the line still held an advantage of ten seconds. This advantage was by Skipper Barr's clever work is not deducted from the finish time as usual, because both boats crossed after the time limit expired.

DOWN THE WIND ON FIRST LEG.

Started on handicap gun, and both given the same official time, though Columbia was fifteen seconds in the lead.

SANDY HOOK, Oct. 4.—Neither Capt. Barr nor Sycamore seemed to fear the wind, for both set their No. 1 or largest topsails, though yesterday Capt. Sycamore in a momentary panic had had his No. 1 topmast cut because he did not apparently make the best use of the cloth at his disposal. He used a No. 2 jibtopail, while Barr was using his No. 1, and distinctly lost ground in the second leg.

The American fleet had by this time begun to gather back of the line, and it was fully as large as any of the preceding days.

Just Before the Start.

When the preparatory gun was fired at 10:45 both boats were to the windward of the line and holding away from it, as neither skipper wanted to cross first.

The windward position was the coveted one, as it gave the stern boat an opportunity of blanketing the other. There was some pretty jockeying for this berth, and ten minutes later, when the warning gun was fired, both were still holding away from the line as if it were a reef or a sandbar.

Two minutes before the starting gun was fired the boats continued to hold away, and it seemed impossible that they could cross the line before the firing of the handicap gun. Both skipper held stubbornly to their determination not to cross first, but at last Capt. Barr sent the Columbia forward, Shamrock coming right behind him, and breaking out her spinaker to starboard.

The Handicap Gun.

An instant later the Columbia's great spinaker boom and sails were spread, and as they crossed each broke out balloon jib topsails.

It was now evident that the handicap gun had fired before Columbia, a few seconds in the lead, went over the line. She was probably fifty yards ahead of the Shamrock at this time and both yachts were on the starboard tack.

The Columbia crossed the line fifteen seconds ahead, but the official starting time, the handicap gun having been fired, was 11:02 for both boats.

Little Luffing Match.

After they had crossed the line the British boat seemed to cut the Columbia's wind to some extent, and there ensued a little luffing match. Capt. Barr trying to get his wind clear.

The yachts were sailing very rapidly, their huge spinners bellying out in the fresh breeze, their mainmasts drawing beautifully.

The foreigner began to inch up on the Columbia, and after a few minutes of sailing she had pulled up considerably. At this point, however, Columbia seemed to catch her wind and maintained, if she did not increase, her lead for the next two minutes.

Shamrock's Fine Boat.

Then again the Shamrock, her greater sail area beginning to tell, drew up and it was a matter of seconds before she was on top of the Columbia. She drew ahead in a few moments and had placed a good stretch of water between her flying stern and the Columbia's nose.

In ten minutes more, fairly skimming over the white-capped waves, she had secured a good ten lengths of lead.



"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

"TALK ABOUT YACHTING WHY THEY'RE REACHING FOR THE SPINAKER! THE COLUMBIA POINTS—THE SHAM'S BACKSTAYS NEED LACING!"

MR. YACHTING EXPERT SEES THE RACE.

At that time the Columbia was just underneath the Shamrock's lee bow. It was heart-breaking. The seconds dragged like minutes. As they drew near the line it was seen that what had seemed to be a safe lead for Shamrock had become a doubtful proposition.

A second later and it developed almost to a certainty that even if Shamrock would cross the line first the Columbia was within her time allowance and had the race.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

At 12:30 they both went on the starboard tack. Shamrock taking the lead in this maneuver.

SIR THOMAS FORESAW A THIRD DEFEAT.

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

"My only hope now is to capture one race. We shall have a hard time doing it.

"COLUMBIA IS A WONDER. She has astonished us all. If I can win one victory from her I shall consider it a great victory and a fine bit of luck.

"I want to see the best yacht win, and to-day it looks to me that Columbia cannot be defeated in any breeze."

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter:

Sir Thomas Lipton, before going to the starting line to-day, made this statement to an Evening World reporter: